

# President Says He Has Neither Compromise Nor Concession to the Senate

## D'Annunzio Yields Fiume To Italians

**Soldier-Poet Agrees to Surrender the Disputed City to Regular Troops Under Gen. Caviglia**

## Had Held Port Since Sept. 12

**His Forces Swelled by Deserters From Army; Long Refused to Quit**

FUME, Dec. 14. (By The Associated Press).—Gabriele D'Annunzio will hand over command of the city of Fiume to regular troops under General Caviglia, former Minister of War.

ROME, Dec. 14.—At the opening of the Chamber yesterday Deputy Romalia, a Socialist, inquired of the government whether Captain Gabriele D'Annunzio's so-called volunteers were paid from the state budget.

"We are not interested in knowing whether D'Annunzio is paid by you or some one else," Deputy Romalia said, "what interests us is that you have sanctioned the right of desertion."

"In the same way that you have permitted soldiers to leave their regiments, we will claim that right for soldiers whom you forcibly keep in barracks. Then we will see whether there is a bourgeois government which will dare to try the soldiers that we invite to leave the army. You keep your army 80,000 officers and men, and you would like to initiate, but you do not pay these officers from the state budget."

Gabriele D'Annunzio, poet, aviator and war hero, marched into Fiume on September 12 at the head of an army of 12,000 men, seizing the city from Italian, named and unnamed, declaring he would hold it at all costs in the name of the Italian people. From that day he held it despite efforts of the Italian government to force him to surrender. He refused to do so, claiming he would hold it at all costs in the name of the Italian people. From that day he held it despite efforts of the Italian government to force him to surrender. He refused to do so, claiming he would hold it at all costs in the name of the Italian people.

Deserters Swell Ranks  
Most of D'Annunzio's troops were volunteers, but the ranks of his army were rapidly swelled by regulars deserting from the Italian command.

When word of the coup reached Rome the Italian government, fearing the loss of the city, dispatched the commander of the 6th Army Corps to drive D'Annunzio's forces from Fiume. The order never was carried out, however, the troops refused to obey the command.

Despairing of forcing an evacuation of the city, the government, turning to the Allies, urged that armed forces, exclusive of the Italian army, be sent to Fiume to eject the D'Annunzio army. The Italian government held that it was powerless because of the personal popularity of D'Annunzio among the Italian people and because the Fiume question had long been a thorn in the side of Italy.

American troops were among the first to be sent to the Fiume area, when marines were landed at Buccari, five miles east of Fiume. The British, French and American police forces that had been in the city had been withdrawn. The situation grew less acute and they were withdrawn, as were also the forces at Trau.

D'Annunzio meanwhile had mobilized his forces on the Austrian frontier and declared a state of war with the Jugo-Slavs, but no fighting developed and he turned to plans for an extension of his victory to other parts of Italy. Leaving in charge of the Adriatic coast, he sent a naval officer who sank two Austrian warships off the Dalmatian coast in the war and who aided D'Annunzio by sending ships of the Italian navy to reinforce him at Fiume. D'Annunzio set out on November 15 with his fleet of seven ships and landed at Zara, which he occupied with his troops.

An ovation greeted him. His second coup practically made him commander of the whole Dalmatian coast, for it brought under his standard Admiral Millo, commander of the Italian occupation forces in Dalmatia and of the allegiance D'Annunzio conferred upon Admiral Millo the title of "Governor of Dalmatia."

## "Dry" Decision Expected To-day

**U. S. Supreme Court to Rule on War-Time Law, Washington Believes**

WASHINGTON, Dec. 14.—Everybody in Washington who is looking forward to a "wet" Christmas, and that means most of Washington, was confident tonight that the Supreme Court of the United States will hand down to-morrow its decision on the constitutionality of the war-time prohibition law. According to the prejudices of the man who did the talking, the same confident expressions could be heard to show that the court would hold the law invalid and that in no circumstances could it fail to uphold its legality.

Men whose personal "bootleggers" threaten to raise the price to \$10 a quart for the Yuletide season argue vociferously that the court must declare the law unconstitutional because unless it does there will be a confiscation of property worth nearly \$500,000,000.

Followers of the Anti-Saloon League were just as certain that the court could not find a measure which Congress had put through with its approval that had been drawn in contravention of the Constitution.

There was just as great an absence of real information about what the court will do as there was a week ago to-night. The corridors about the court to-morrow and the chamber itself will be thronged with much the same crowd that was there last Monday, eager to hear the word and, if it is favorable, to set the wires working to let free a flood of liquor that will make the holiday season look like a deluge.

Men who have followed the court for years felt to-day that the chances are exceedingly good that the decision will come down to-morrow. The Department of Justice asked that arguments in the case be expedited, and during these arguments the court was reminded that vast sums of money were tied up in liquor stocks, and that if the court is to find the law unconstitutional, quiet action must be had to give the owners of those stocks any reasonable opportunity to dispose of them.

## Son of Harbor Pilot Drowned

**George Beebe Jr. Swept Into Sea From Yawl in Storm Off Hook**

George Beebe Jr., son of Captain George Beebe, vice-president of the New York and New Jersey Pilots' Association, was drowned off Sandy Hook Light yesterday, when a wave swamped the yawl in which he had just taken the incoming Japanese steamer Tiayu Maru.

In the yawl with the young apprentice pilot was Alfred Baeseler, another apprentice. He saved himself by clinging to the keel of the overturned craft. Beebe, it is believed, caught his clothing in an outboard and was held under water until he was drowned. His body was not recovered.

Beebe and Baeseler were serving on the pilot boat New Jersey as yawlmen. Their duty to row called them to the incoming Japanese vessel.

There was a sixty-nine mile an hour gale blowing yesterday when the Tiayu Maru came plunging in from open sea, trying the pilot signal.

Despite the heavy weather the two yawlmen launched their craft in safety and fought their way across the rough water, with Pilot Alonzo Beebe as passenger. They saw him scramble up the pilot's ladder of the Tiayu Maru and then headed their craft back toward New Jersey.

In some manner they fell into a trough of the sea and a big roller over-whelmed them, overturning the yawl. The crew of the New Jersey launched a boat at once to go to the rescue.

The Japanese steamer lowered one of her own, but her men apparently refused to risk the heavy seas, for the craft did not put off from the Tiayu Maru's side.

When the men from the New Jersey reached the yawl they found Baeseler half unconscious from the cold and the force of the waves. When they righted the swamped craft the body of Beebe slipped away and sank.

## Rumor Names Borden As British Ambassador

**Retirement as Canadian Premier Believed Sure; Refuses to Discuss Washington Place**

OTTAWA, Dec. 14.—The report that Sir Robert Borden is about to retire as prime minister and strengthen to-night with the announcement that after a conference of doctors last week Sir Robert was given medical orders to give up public life. A meeting of the cabinet has been called to consider the question of his successor.

The report of Premier Borden's pending retirement was simultaneous with a rumor that he had been asked to succeed the post of British Ambassador to Washington. The Premier was asked to-day about the truth of this rumor and replied, "I have nothing to say about the matter."

## Blake Baby's Body Found; Mother Held

**Form of Mute Lad, Washed Up on Beach at Ventnor, Discovered by Civilian; Autopsy Shows Drowning**

Father Identifies Son

**Woman Prisoner in Hospital, Unmoved, Sticks to Her Story of Kidnaping**

ATLANTIC CITY, Dec. 14.—The body of five-year-old "Buddy" Blake, the mute boy, whose mother reported Friday night that two negroes had kidnaped him, was washed up on the beach at Ventnor to-day by a rising tide. An autopsy showed that death was due to drowning.

The little body was identified as it lay on the beach by the grief-stricken father, James Blake, an insurance broker, of Philadelphia, who has an apartment here.

A few hours later, while the boy's body was being removed to an undertaking establishment, his mother, Mrs. Esther Blake, whose husband obtained a legal separation from her four years ago, was taken in an ambulance from her lodgings to the Atlantic City Hospital. When she had been placed in a ward bed she was served with a warrant charging that she had murdered her son by drowning him.

Indifferent to Charge  
Apparently Mrs. Blake, whose relatives and friends believe she is innocent, was unmoved. Mrs. Blake, Chief of Police of Ventnor, read the warrant. She shrugged her shoulders indifferently when a policeman took his post at her bedside to prevent her fulfilling a threat to kill herself.

As Chief Sprague turned to leave, remarking that he would return in the morning and hoped she would tell the truth about "Buddy," Mrs. Blake said: "Come back to-morrow and I'll tell the same story. Two negroes stole 'Buddy.' Why don't you find them?"

Samuel Blair, of Margate, standing along the boardwalk this morning with his chin tucked into the upturned collar of his ulster to avoid the wind-driven rain, saw that the high waves breaking on the Ventnor beach at half flood tide had washed up an automobile body, a yellow-haired child, clad in a gray sweater suit and blue leggings.

Blair climbed down from the boardwalk to the beach, waded into the surf and carried the little figure under his arm. "Come back to-morrow and I'll tell the same story. Two negroes stole 'Buddy.' Why don't you find them?"

Blair, who is a policeman, saw that the high waves breaking on the Ventnor beach at half flood tide had washed up an automobile body, a yellow-haired child, clad in a gray sweater suit and blue leggings.

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## Germany Ready To Pay Fine for Sinking Fleet

**Offers Reparation for Losses at Scapa Flow, but Not 400,000 Tons**

BERLIN, Dec. 14. (By The Associated Press).—In her note replying to the latest Entente communication demanding the signing of the protocol preliminary to putting the peace treaty in effect, which is now on its way to Paris, Germany yields in her stand on the Scapa Flow issue to a certain extent.

The text of the reply was handed on Friday night to a courier who at once started with it for the French capital. The text will not be published in Berlin before Monday.

It is learned that in the note the government reiterates its desire to have ratification of the peace treaty effected at the earliest possible date. It gently hints that the Entente is responsible for the complications which have delayed the exchange of ratifications for more than a month. It declares that Germany has not and does not now making the final ratification dependent upon the clauses relating to prisoners or the extradition of German subjects for trial, although it expresses the hope that the Allies will permit themselves to be convinced that both issues have an important bearing upon the internal political situation in Germany.

On the Scapa Flow issue the note expresses a willingness to yield to the extent that Germany will consent to make reparation for the sinking of the German warships in order to remove what is characterized as the final obstacle to the definite conclusion of peace, although, says the note, reparation cannot be made in the manner suggested in the demand for 400,000 tons of shipping. On this point Germany proposes negotiations by the Entente with a board of German shipping experts.

PARIS, Dec. 14.—The answer of the German government to the latest Allied demand for the German delegation in Paris to-day, because of the time needed for decoding and translating the document it is not likely to be presented to General Secretary Paul Doumer, of the peace conference, until Monday morning.

## Blaze Sweeps U. S. Transport In North River

**Army and Fire Boats Fight Flames Enveloping Ship Believed To Be Former German Liner De Kalb**

An army transport, believed to be the De Kalb, a converted German liner, caught fire at her mooring off the foot of West 232d Street shortly after 10 o'clock last night. At 2 a. m. she was still ablaze, although fireboats and tugs of the Army Transport Service were fighting the flames.

The ship carried a skeleton crew of 300 men. It had not been ascertained at an early hour this morning if any lives were lost. The vessel is a half mile out in the stream and so shrouded in smoke that little can be seen of her from the shore.

At first, there was some doubt as to whether the craft was the De Kalb or the Graf Waldersee, but at 1:15 this morning, the Army Transport Service Base at the foot of Fifty-eighth Street, Brooklyn, informed police headquarters that it had learned from fire headquarters that the De Kalb was the vessel.

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## Griffith Party Safe at Nassau; Hungry 3 Days

**Missing Motion Picture Producer and Party of 36 Send Radio Announcing Arrival in the Bahamas**

MIAMI, Fla., Dec. 14.—The yacht Grey Duck, on which David W. Griffith, motion picture producer, and a party of thirty-six left here Wednesday, arrived late to-day at Nassau, Bahama Islands, with all on board safe, said a radio message received at midnight by "The Miami Herald" from Nassau.

The yacht, which was four days overdue on her arrival at Nassau, encountered heavy seas and members of the party had been without food for three days, the message said. Two passengers were swept overboard during the voyage, but were rescued.

The message said the Grey Duck almost capsized and the pilot was injured and others were forced to take turns at the wheel while the little craft wallowed in the seas.

Albert Grey, general manager for the Griffith interests, said early this morning that he had received no official report of the safe arrival of the party.

Thirty-seven All Told in Party  
The party included thirty-seven persons, with Mr. Griffith and Will J. Reed, Mayor of Fort Lauderdale, Fla., a former captain in the regular army. His sons, George, Marion, aged sixteen, also was on board.

Among the others in the party were Elmer Clifton, director of photoplays for Dorothy Gish, and a co-director with Mr. Griffith on two pictures to be taken in the Bahamas; Mrs. Clifton John Lloyd, personal representative of Mr. Griffith; Herbert Sutch, assistant director; Mrs. Sutch, Miss Carol Deane, leading lady of the company; George McQuinn, leading man; husband of Helen McKellar, now playing the leading woman's role in "The Storm" at the Forty-eighth Street Theatre, New York; J. A. Manning, financial manager of the company; G. W. Bitzer, camera man, one of the best in the business; Mrs. Bitzer, Peter Strong, A. Reed, E. Sommers, Robert H. Alexander, Solma Patten, Anders Randolph, Edward Pilbitt, Charles Snyder, Abram Hamberg and Mr. Billingsley, actors, and G. Steffes, property man.

At the New York offices yesterday the party was shown a telegram sent to Secretary of the Navy Daniels by William G. McAdoo, asking that the number of craft searching for the motion picture producer and his players be doubled. The telegram, Mr. McAdoo said he knew Mr. Griffith well and expressed anxiety as to his safety.

New Master in Charge  
According to dispatches received by The Tribune from Miami, the Grey Duck was on its first trip from Miami to Nassau under new management, which is being recently sought by Burton Mank, formerly a New York theatrical man, who now is operating a hotel at Nassau. Mank acted as master of the vessel on the trip, his first trip as master of a boat.

The Grey Duck, according to dispatches, is an old vessel. She has a 200-horsepower engine, which is not regarded as being an aid to her safety. The vessel will admit her greater weight upon by small craft to cross the Gulf Stream. Members of a cabaret company, which is "booked solid" for the winter in the tropics, were with Mr. Griffith and his players aboard the yacht.

## Move Made to Rescue American Held by Villa

**Action Contemplated to Effect the Release of F. G. Hugo**

EAGLE PASS, Tex., Dec. 14.—Steps will be taken for the immediate release of Fred G. Hugo, the American held by Francisco Villa for \$10,000 ransom, according to J. M. Dobie, owner of the ranch in the Mexican state of Coahuila, of which Hugo was manager.

Mr. Dobie, who arrived here to-day from San Antonio, Tex., declined to say what action he contemplated. He conferred with American and Mexican officials this afternoon.

Details of Hugo's capture by Villistas and his whereabouts still were unknown here late to-night. A late report said Francisco Pardo, a Spaniard, who was held with several Mexicans for ransom, has been released by Villa. He was the second man released by the rebel chief, an Englishman, R. B. Dawson, who had been released yesterday. The number of Mexicans held for ransom is not known here, but they are said to include Miguel Muneuz Pona, Francisco Miranda, Eugenio Soto and Felipe Rodriguez, all prominent men of Muzquiz, Coahuila.

## Compiegne Palace Burned

PARIS, Dec. 14.—Fire to-day badly damaged portions of the castle at Compiegne. The bedroom of the former Emperor and the council room, both of which were unfurnished, were entirely destroyed, as also were a few pieces of art. The library was not damaged. The damage is estimated at 2,000,000 francs (\$400,000).

## "Tiger" Suffers Fractured Rib

**Clemenceau Hurt While Crossing Channel, but Keeps Injuries Secret**

PARIS, Dec. 14.—Premier Clemenceau, while crossing the English Channel last Wednesday on his way to London, suffered a fractured rib, but with his usual stoicism the "Tiger" did not permit the news of his injury to become public and carried out his entire program without faltering. It was only on his arrival home to-day that the fact became known.

The accident to the Premier occurred while the torpedo boat destroyer Temeraire was plowing through the mountainous seas in a storm on its way to Dover. The Premier had intended to embark at Folkestone, but the weather was too bad.

M. Clemenceau was standing on the bridge. A big wave hit the Temeraire and the Premier was thrown against an iron rail, suffering a bruised chest and a fractured rib.

Alighting from the train here to-day, the Premier proceeded immediately to the Ministry of War and summoned the Minister of the Interior, Raymond Poincaré, who attended him last summer when he was shot by Emile Cottin. It had been noted that the Premier apparently was suffering considerable pain as he walked to his automobile from the station. He was holding his side then, and also afterward as he ascended the steps to the War Ministry.

Dr. Truffier made a thorough examination of M. Clemenceau and reported the fractured rib. He said that the injury was not serious.

When the Premier emerged from the station he was accorded an ovation by a great crowd.

## U. S. May Keep The Railroads After Jan. 1

**Indication of Intention of President Looked For This Week After Fight Against Cummins Bill**

WASHINGTON, Dec. 14.—President Wilson's intention regarding the return of railroads to private ownership is expected to develop during the week. Leaders in Congress feel that before Saturday they will be in a position to say whether the Cummins railroad bill can be put through the Senate. It is believed in the upper House that the measure cannot be passed. If sufficient strength is indicated to defeat it Mr. Wilson, it is expected, will send a message to Congress declaring his intention to retain government control of the carriers beyond January 1, the date he set for the return.

The President has given no positive indication of his position, although the Cabinet and Director General Lines of the railroad administration are exceedingly eager to get an inkling of what the President wishes to have.

Early last week Mr. Hines laid before the President a memorandum which contained some information on which he might be able to base any communication he wished to make to Congress. This memorandum, it was said to-night, was not to suggest any date on which the roads should be given up, but to present arguments for and against their return on January 1.

Railroad Men Change Views  
Up to a few days ago railroad men were preparing to wind up their accounts and begin private ownership again on New Year's Day. Within the week this feeling has changed, partly because of the delay in the Senate on the Cummins bill and partly because the railroads are the agencies for the distribution of coal. Until provision in the bituminous fields has been put back into somewhat normal their control by the government is deemed necessary.

There have been reports here recently that some of the roads are bringing all possible pressure to bear to have the President announce the return of the carriers on January 1, but neither White House nor railroad administration officials will admit their truth. The more prosperous roads are anxious to get back because they do not need continued government financial assistance and because they realize the longer the return is delayed the greater will be the danger that return will not be made at all. Most of them are said to want at least thirty days' notice before the roads are put back in private hands, to prepare themselves for the transition.

Delay Opposed in Congress  
In Congress leaders do not want the return postponed beyond January 1, if there is any prospect that general legislation can be put through before that time. If the Cummins bill does get through the Senate this week, however, there is virtually no chance that conferees from the Senate and House would agree on a measure before January 1, even though Congress sat through the Christmas holidays and waited for them.

There is a feeling among leaders that if general legislation is impossible before January 1 and the President notifies Congress that the carriers go back then, there will be ample opportunity to put through emergency legislation providing for government financial assistance until the general measure is passed. In their judgment, taken

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## White House Announces Wilson Will Make No Move to Relieve Treaty Situation

**Holds Republicans Responsible "Irreconcilables" Are Delighted, While Lodge Group Is Amazed, One Member Saying President "Can't Bulldoze Senate"**

By Carter Field  
New York Tribune Washington Bureau

WASHINGTON, Dec. 14.—President Wilson to-night ended all talk of his reviving the peace treaty. In a flat statement issued at the White House, the President made it clear he will make no compromise, does not intend to withdraw the treaty and resubmit it, indicating what reservations would be acceptable to him, but intends to let the responsibility "rest on the Republican Senators."

Following is the statement:  
"It was learned from the highest authority at the Executive offices to-day that the hope of the Republican leader of the Senate that the President would presently make some move which will relieve the situation with regard to the treaty is entirely without foundation; he has no compromise or concession of any kind in his mind, but intends, so far as he is concerned, that the Republican leaders of the Senate shall continue to bear the undivided responsibility for the fate of the treaty and the present condition of the world in consequence of that fate."

Supporters of Ratification Regret President's Stand  
It was taken for granted that the President personally read and approved the statement, as otherwise, it is the confident belief here, no one in the Administration, certainly not Secretary Tumulty, who issued it, would take the responsibility for such a far-reaching statement of policy.

The Republicans were divided into two groups in their view of the action. Those who want the treaty ratified, but with reservations, were intensely regretful that the President had taken a stand which they very much fear may delay the ratification of the treaty for a long time, if not make its ratification impossible. The "irreconcilables" were delighted.

"I hope he sticks to it," said Senator Burah, one of the most enthusiastic of the "treaty killers."

The element whose point of view is illustrated by Majority Leader Lodge, who want strong reservations and would like to have had amendments, but still want the treaty ratified, are amazed at the President's statement, at professedly well pleased.

"It puts the responsibility absolutely on the President," said one of this group.

"The people, the League to Enforce Peace, and every one who has been bringing pressure to bear to get the treaty ratified—and there are quite a few of these elements—have been expecting the President to withdraw the treaty, resubmit it, and state in doing so how far he will go in accepting reservations."

"President Can't Bulldoze Senate." Says One Member  
"The country has rather expected, I think, that the President would take the Lodge reservations as a basis and point out just what about them is impossible of acceptance on his part. Such a course undoubtedly would have led to a speedy ratification of the treaty. The future of the treaty looks pretty dark now. The President will find that he cannot bulldoze the Senate in any such way."

Administration Leader Hitchcock was more optimistic. He does not believe the President means by his statement that he will not accept reservations even stronger than those proposed—with the President's approval—by Mr. Hitchcock himself just before the adjournment of the last session. Mr. Hitchcock thinks the President means that he will personally make no move, but will expect the move to come from the Senate.

"I think the President's statement," Mr. Hitchcock said, "is entirely consistent with the position taken by us in the Senate. We think and the President thinks that it is up to the Senate to make the move, not the President."

"The treaty is in the Senate. His statement does not mean that he will not accept concessions or compromises, but merely that he will not propose them."

Hitchcock Believes President Would Compromise  
"I have reason to believe that the reservations I offered in the Senate would not be rejected by him. I would not have offered them if I had not been sure he would not reject them. I may say that he had a copy of them."

"I am frankly not hopeful of an early settlement of the differences and ratification of the treaty. I fear it will take some time. Neither side is willing to surrender, and I do not expect them to do so. I think there must be a real compromise, with give and take on each side. That will require some time to be worked out. It will not be